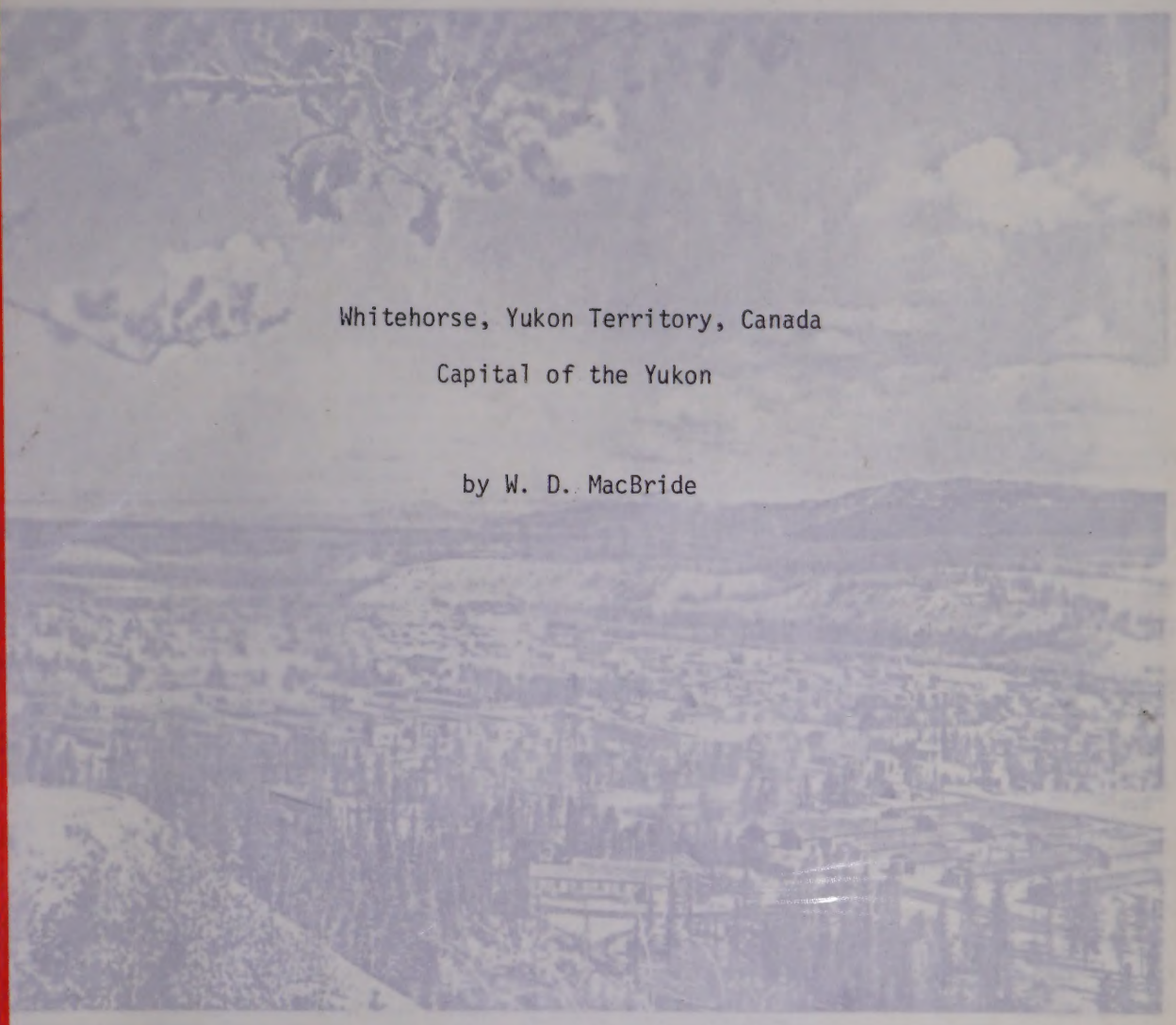

Whitehorse, Yukon Territory, Canada

Capital of the Yukon

by W. D. MacBride

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Whitehorse, Yukon Territory, Canada

Capital of the Yukon

by W. D. MacBride

WHITEHORSE

YUKON TERRITORY, CANADA

Capital of the Yukon

The Honourable Mr. Justice J. E. Gibben, Yukon Territory

A nice catch of our famous Arctic Grayling, taken from the outlet of Mush Lake, 150 miles west and south of Whitehorse, 14 miles west of Haines Highway. —Photo by Them Kjar.

Address all inquiries to Secretary, Whitehorse Board of Trade, Whitehorse, Y.T.

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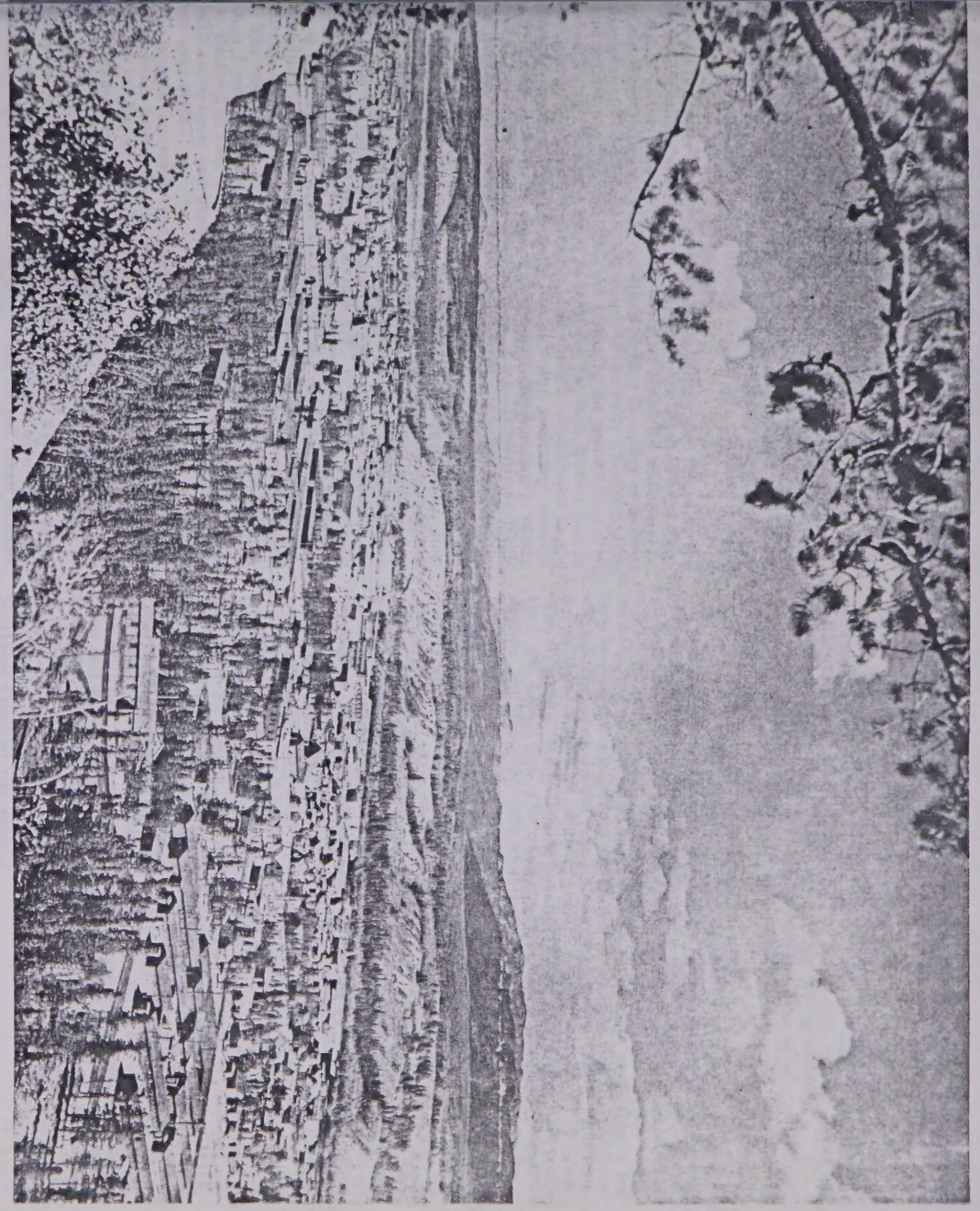

—Photo by Hougen's Limited

WHITEHORSE... *Metropolis of Yukon Territory* —By W. D. MacBRIDE

FOREWORD

he purpose of this pamphlet is to supply definite information ding Whitehorse and vicinity and to answer the many inquiries ed each year. Any questions that are not dealt with herein should dressed to Secretary, Whitehorse Board of Trade, Whitehorse, Y.T., da.

AREA — POPULATION

ukon Territory, Canada, has an area of 207,076 square miles. It is ded on the north by the Arctic Ocean; on the east by Mackenzie ct of Northwest Territories; on the south by British Columbia r, longitude 60° north; on the west by Alaska, latitude 141° north. n's 1954 population is estimated at 8200 whites, 1500 Indians and kimo. The population of Whitehorse in 1954 was estimated at 5500.

HISTORY

he early history of Yukon Territory is largely the record of the ade explorations of the intrepid officers of the Hudson's Bay Com- and the hardy gold seekers who ventured across the mountains to ukon River Valley. In 1848 the Hudson's Bay Company established ling post at Ft. Selkirk near the mouth of the Pelly River, 282 miles of Whitehorse by river. This was probably the first settlement of nd in Yukon Territory. Prior to 1895 this vast area formed part of norganized Northwest Territories, and though administered by the lian Government, was virtually occupied and controlled commer- by foreign traders. In 1895 Yukon was created a district of the west Territories, and in 1898 was made a separate territory. While in paying quantities had been taken from the tributaries of the n River in the period from 1873 to 1895, the great Klondike stam- which rivalled the California gold rush of 1849, was initiated on st 17th, 1896, when George W. Carmack and two Indian com- ns, "Skookum" Jim and "Dawson" Charlie, on information supplied bert Henderson, struck it rich on Bonanza Creek, a tributary of londike River, near the present Dawson City. Kate Carmack, Indian f George W. Carmack, "Skookum" Jim and "Dawson" Charlie, are l in the Indian cemetery at Carcross, Y.T., 40 miles south of White- "Dawson" Charlie fell off the Carcross railroad bridge in December, and was drowned. When the news of the rich Yukon gold strike d civilization the red-blooded men of the continent soon started their ic trek over the various trails leading from tidewater to the Yukon

The bulk of the stampeders came by ocean steamer to Skagway, t, or Dyea, Alaska, and toiled over the White Pass or the Chilkoot o the head of Lake Bennett, where they whipsawed native lumber uilt crude boats and scows to convey them 550 miles by water to w gold fields.

he greatest hazards in river navigation were found in Miles Canyon Whitehorse Rapids located a few miles south of our present city. obert W. Service describe them:

"We roused Lake Marsh with a chorus, we drifted many a mile;
There was the Canyon before us—cave-like its dark defile;
The shores swept faster and faster; the river narrowed to wrath;
Waters that hissed disaster reared upright in our path."

umerous boats and scows were wrecked in the Rapids and many eders were drowned. Soon wooden rail tramways were constructed h sides of the river around the treacherous canyon. Small steamers uilt at the head of Lake Bennett. These steamers carried supplies nyon City near the head of Miles Canyon, where the freight was rred to the crude tram cars and hauled by horses in tandem to below the rapids. On the east side of the river at the terminal Whitehorse Rapids Tramway Service a small settlement of tents g cabins was called "Closeleigh." Construction of the White Pass y was commenced in May, 1898, and Whitehorse—named for Chief Horse who was drowned in Whitehorse Rapids in 1898—came into with the arrival of the first train on June 8th, 1900. During the of 1899-1900 several buildings were moved across the river from eigh and some log buildings erected on the new townsite.

he lower portion of the Masonic Hall in Whitehorse was the " hotel moved from Closeleigh. Whitehorse is the distributing for almost the entire Yukon Territory. It is the northern terminal White Pass & Yukon Railway; the head of navigation on the River; distributing point for the Alaska Highway and base for perations. Headquarters of the Northwest Highway System (Main- e) is located at Whitehorse. The Royal Canadian Air Force, ment of Transport, Department of Northern Affairs and National ces, and Northwest Communication System also maintain a large nel here. In the fall of 1950 Whitehorse was incorporated as a with a mayor and four aldermen. In March, 1951, the capital of Territory was transferred from Dawson City to Whitehorse and a building is being erected.

hen Robert W. Service was a teller in the Canadian Bank of Com- here, about 1906, after a banquet in honor of the departure of a ent business executive, he burst forth in the local newspaper with c prophecy:

BOB SMART'S DREAM

s my dream of Whitehorse,
fifty years have sped,
the Rogers Banquet,
asleep on my bed.
d along the sidewalk
was made of real cement:
raper loomed above me,
once I remembered a tent.

I thought that I'd cross the Yukon
Over the big steel bridge;
I heard the roar of the stamp mills
Up on the western ridge,
Crushing the quartz from bullion
And borne on the evening breeze
I sniffed the fumes of the smelter
And the sulphur made me sneeze."

Many true words are printed in jest, and the people of Whitehorse did sniff the fumes of the famous Canol Refinery for a period and hydro developments are in the offing.

CLIMATE

The climate of Whitehorse and Yukon Territory has been much maligned. Mere mention of the word "Yukon" causes some of our southern friends to shiver because all the fiction written about the Yukon stresses the "awful cold" but even the famous author of

"And it's sixty below, and couched in the snow
the hungry huskies moan."

gives us:

"The summer—no sweeter was ever;
the sunshiny woods all athrill;"

The majority of people who read this brochure will be summer visitors so they won't have to worry about what happens up here in the winter even if Snag Airport a couple of hundred miles northwest of us did hit 83 below zero in 1947. Actually our winter climate is very unpredictable, but extreme cold snaps usually do not last more than a few days and some winters are very mild. For instance the river at Whitehorse did not freeze over in the year 1943; it closed on January 2, 1944! Rainfall is light. Maximum depth of snow is seldom more than 16 inches. The air is "dry" and we seldom have wind when temperatures are colder than 20° below zero. Our summer days average between 60 and 70 degrees, and the only extra clothing required by visitors might be a medium weight wrap or overcoat for evenings which are always cool. Vacationing Yukoners shiver in Seattle and Vancouver and nearly perish in Chicago during winter cold snaps because the "moist" air found in regions close to large bodies of water is more "deadly."

TRANSPORTATION

The White Pass & Yukon Railway extends 110.7 miles from tidewater at Skagway, Alaska (20.4 miles through Alaska—32.2 miles in British Columbia, and 58.1 miles in Yukon Territory) to its northern terminal, Whitehorse, Y.T. It is a narrow gauge (36 in.) railroad which climbs 2,885 feet to its summit in the first 20 miles. The railway functions during the entire year connecting with ocean steamers at Skagway, Alaska. Skagway is approximately 1,000 miles from Seattle via Pacific Ocean.

The White Pass & Yukon Route (Highway Division) maintains a scheduled bus, freight and mail service on the Alaska Highway from Milepost 0, Dawson Creek, B.C.—627 miles through British Columbia to the Yukon-B.C. border, 292 miles through Yukon to Whitehorse, and 306 miles from Whitehorse to the Yukon-Alaska border, Milepost 1221.5. At Scottie Creek, Alaska, Milepost 1226, connections are made with Alaska Coachways for Fairbanks and Anchorage, Alaska. At Dawson Creek, B.C., connections are made with Canadian Coachways and Northern Alberta Railway to Edmonton, Alberta. With the opening of the Hart Highway, Northern Stages operate a bus service between Dawson Creek and Prince George, B.C., connecting at Prince George with Greyhound Bus Lines and also Pacific Great Eastern Railroad, for Vancouver. A scheduled freight service is also operated between Whitehorse, Y.T., Edmonton, Alberta and Vancouver, B.C. It is now possible to travel by bus from almost any point in the United States or Canada, to Alaska's Northwest Coast, or vice versa.

Canadian Pacific Airlines offer a scheduled service to Vancouver B.C., Edmonton Alberta, Fairbanks Alaska, and Mayo and Dawson City in the Yukon Territory.

Canadian Pacific Airlines have chartered the Steamer Klondike of the White Pass fleet for 10 deluxe trips to Dawson City and return in 1954. This service will be in connection with their plane service from Vancouver and Edmonton. Reservations for these trips should be made with any Canadian Pacific office.

Pan American World Airways maintain a scheduled service connecting Whitehorse with Seattle, Washington; Ketchikan, Juneau, and Fairbanks, Alaska.

Whitehorse Flying Services, Ltd. offer charter flights to any point in Yukon Territory or Northern British Columbia with wheel, ski or float planes. Flying instruction, aircraft maintenance and fuel are available at Whitehorse Airport.

Canadian Pacific, Canadian National and Union Steamships supply an ocean service between Vancouver, B.C. and Skagway, Alaska, connecting with White Pass and Yukon Railway.

MINING

One of the richest silver-lead-zinc deposits in Canada exists in the Keno Hill Area, 40 miles north of Mayo on the Stewart River. In the fiscal year of 1952-53 concentrates to the value of $8,368,775.00 were shipped to the smelter at Trail, B.C. by United Keno Hill Mines Ltd. A hydro-power plant has been developed near Mayo, and this company process their various ores through ball-mills and flotation plants.

The concentrates sacked in 125 lb. burlap bags are continuously trucked winter and summer, over the highway from the mines to Whitehorse and loaded on cars at Whitehorse for furtherance to Skagway via rail and thence via ocean steamer to Vancouver, and rail to Trail Smelter.

Many important mining companies are operating in the Yukon Area, mostly centred around the nickel discoveries in the Kluane Lake area.

Yukon Coal Company is developing large soft coal deposits at Carmacks, 100 miles north of Whitehorse. Partly developed gold quartz properties near Carmacks await only some reduction in cost, or increased

ce of gold to come into production. Over $230 million in gold has been oduced in Yukon, mainly from alluvial deposits around Dawson trict, since 1898. Livingstone Creek area, 50 miles from Whitehorse, oduced over $2,000,000.00. New properties now accessible by road from hitehorse, have produced over $605,800.00 during the past eight years.

Deposits of certain strategic minerals such as nickel, antimony, nganese, chromite and tungsten, are now being developed out of hitehorse, in Yukon, and in adjoining British Columbia, and a large osit of high quality asbestos is being processed at Cassiar Mines.

A discovery of nickel ore in June 1952, at the head of Quill Creek, ar Kluane Lake, since then at several other points along the Shakwak lley, created such interest in Southern Yukon as to attract every large ning development company in Canada and several United States npanies. Vast sums are being spent developing these properties. New er-lead-zinc properties are being developed at MacMillan River, land Plateau and Pelly River near Ross River.

In January, 1954 a new discovery of copper-gold-silver ore was staked ar Mount Freegold, 30 miles Northwest of Carmacks, which is already ng investigated under option.

Construction of highways and access roads has added a great impetus prospecting throughout the Whitehorse Mining District. The City Whitehorse is beginning to assume its rightful position among the ding centres of mining activity on the North American continent. proximately 16 different companies have spent over $2,000,000.00 in loration work along the Alaska Highway recently.

Whitehorse is the communication centre of Yukon. It is the headarters for mining supplies and the centre from which mining products shipped to outside market points. Inquiries regarding mining regulans, geological reports, etc., should be directed to the Mining Recorder, hitehorse, Y.T.

LANDS

Territorial Land may be leased or purchased outright after approved vey. Prices vary according to location and purpose, ranging from 00 per acre for agriculture, $10.00 per acre for residence, and upwards. ll particulars and application forms may be obtained from the Agent Territorial Lands, Whitehorse, Y.T. Maps of Yukon Territory may be obtained from this department, price 25 cents.

AGRICULTURE

On account of the relatively short growing season and character of soil, southern Yukon cannot be called an agricultural region. How-r, the long hours of sunshine experienced in the summer months do oduce some wonderful results with vegetables, and flowers. Many seholders raise all the ordinary vegetables, including cabbage and liflower, potatoes, green peas, etc. Small hothouses will grow almost thing including such items as tomatoes, cucumbers and egg plant.

At Pine Creek, 104 miles northwest of Whitehorse, the Department of riculture maintains an experimental sub-station. This station was ablished in 1944 and in 1954 occupied 800 acres. It is gradually being arged. The farm has succeeded in ripening wheat, oats and barley, l their samples have been given excellent rating. They have a small reshing machine. All garden vegetables are grown, with cabbage up 16 pounds. Poultry and cattle are also maintained.

The terrain of the territory, generally, is mountainous, thus, when aking of agricultural opportunities it must be obvious that one is ling with valley lands only. Bench sites of the main streams, built up ough the centuries into areas of silt and sandy loams, have been probly explored through recent decades. Field and horticultural crops e responded thereon; cattle, hogs and poultry have been maintained refrom; thus, as in all frontier areas of the past, transportation and rketing problems only, now confront the hardy pioneer husbandman.

Speaking of agriculture, and relative endeavor, one should bear in nd that at, and below this latitude, altitude becomes increasingly portant. Whitehorse, for instance in the south, is recorded at an itude of two thousand odd feet; on the other hand, Dawson City, three ndred odd miles north, is recorded at an altitude of one thousand ; again, that factor is quite important.

There are several lilac bushes in Whitehorse which survive the ter freezing. Delphinium grow like weeds, occasionally attaining a ght of 8 to 10 feet. Native hay is cut from meadows for winter horse l. Horses winter outdoors and learn to follow the example of moose feeding on willow tops.

FORESTS

Lodgepole, commonly called Jack Pine, varieties of Spruce, Fir, plar and Birch are prevalent and are used considerably for building poses. A few small sawmills manufacture Spruce into lumber suitable bridgework, sidewalks and house framing, but the product does not pare favorably with imported Fir. Timber growth is slow in most as. There is an abundance of timber suitable for pulp wood and lwood. Wood is used predominantly for fuel.

HUNTING, FISHING AND TRAPPING

Whitehorse is the "taking off" point for some of the finest hunting fishing in North America. The Alaska Highway has provided access nany districts that were almost virgin hunting grounds. The Yukon amous for its Dall sheep (hold world's record), Stone and Fannin ep, woodland and barren ground caribou, mountain goat, moose ord head 75½" spread of horns; this head is being held at Whitese in our Historical Society Museum); grizzly, black and brown bear. In the bird population are found blue, ruffed, spruce, Franklin and rtail grouse; rock and willow ptarmigan, geese, brant and ducks.

Game is not plentiful in areas close to Whitehorse but the best hunting grounds may be reached by horse, plane and truck.

Sports fishing is usually good in any clear streams or lakes along the Alaska Highway or in the Yukon River valley. Arctic Grayling may be taken with fly between Whitehorse Rapids and Miles Cayon and in practically all Yukon streams. Lake trout up to 40 pounds, northern pike, whitefish, inconnu, and sporty rainbow trout, are found in the waters of the Yukon. Several Hunting and Fishing Lodges are maintained on the large lakes along the Alaska Highway, where guides, accommodations, power boats, etc., may be arranged for. Most of these lodges are connected with Whitehorse by phone.

Hunting or discharge of firearms is prohibited within one mile on either side of the Alaska or Haines Highways.

On the Whitehorse-Mayo-Dawson City Highways, this restriction is reduced to within one hundred yards on either side.

The usual fur animals are present in Yukon's forests: wolf, coyote, fox, beaver, fisher, lynx, marten, muskrat, mink, ermine, wolverine, marmot and squirrel. Trapping in the Yukon is conducted under a system of registered traplines and complete information may be obtained from the Game Department. Only Canadian Citizens are eligible for registration of traplines in Yukon Territory.

Non-Resident Hunters

Kind of Game:	Open Season	Bag Limit
Caribou (either Woodland or Migratory)	Aug. 1 to Nov. 30	One only
Mountain Goat	Aug. 1 to Nov. 30	One only
Mountain Sheep (either Fannin, Dall or Stone)	Aug. 1 to Nov. 30	One only
Moose	Aug. 15 to Nov. 30	One only
All of the above-mentioned species must be male and over one year of age.		
Bear	Aug. 1 to Nov. 30	One only

Non-resident hunting license (Canadian) $100.00
Non-resident hunting license (Alien) $150.00
No trophy tax is charged.

Hunters must employ licensed guide (Grade A or Grade B) while hunting big game.

Non-Resident Special Hunting License

Grizzly bear	May 1 to June 30	Two only
Black or brown bear	May 1 to June 30	Two only

Non-resident Special License (Canadian) $25.00
Non-resident Special License (Alien) $50.00
Hunters must employ licensed guide (Grade A or Grade B) while hunting big game.

Non-resident Bird License

Kind of Game:	Open Season:	Bag Limit:
Franklin Grouse, Spruce Grouse (fool hen), Ptarmigan, Sharp-tailed grouse	Sept. 1 to Nov. 30	15 in the aggregate in any one day, and 30 in the aggregate for open season.
Waterfowl (except prohibited under the Migratory Bird Convention Act and Regulations). Ducks, Geese, Rails and Coots		Sept. 1 to Oct. 31

Bag Limit in any one day

Ducks	Geese (including Black Brant)	Rails and Coots
8	5	25

Possession Limits

Ducks	Geese
16	10

Non-resident Bird License $10.00

All licenses expire November 30th in each year and must be returned duly signed and completed by the guide in charge, to the Director, Game Department, Whitehorse, Yukon, Canada. All dates mentioned are inclusive.

LIVING CONDITIONS

In Whitehorse are found practically all services and facilities of a modern city including schools, Canadian Bank of Commerce and Bank of Montreal, churches, convent, hospital, library, museum, government liquor store, beer parlors, cocktail lounges, department stores, jewelry and souvenir stores, repair garages, movie theatres, hotels, dry cleaners, laundry, beauty parlors, barber shops, tourist camp, telephone system, electric light system, etc. Various fraternal organizations extend a hearty welcome to visiting members. Kiwanis Club holds a weekly dinner at 6:30 p.m. each Tuesday; the Masonic Lodge meets on third Monday of each month, Order of Eastern Star meets on second Friday monthly, and Elks Lodge meets bi-monthly on second Thursday and fourth Friday. In addition to the above organizations, we have the Yukon Fish and Game Association, Canadian Legion, Lions, Imperial Order Daughters of the Empire, Yukon Historical Society, Young Peoples Association, Boy Scouts, Girl Guides and associated junior branches, and various church organizations. Our local newspaper, the Whitehorse Star, is published each Friday. Whitehorse Radio Station CFWH, 1240 K.C., is operated by personnel of the Canadian Army and affiliated communications services, plus civilian assistance, on a voluntary basis. Canadian Press news is broadcast twice daily. A modern Civic Centre has been erected in Whitehorse with full sized hockey arena, curling rink, dressing rooms, and facilities for all public functions.

There is a definite shortage in houses of family capacity. Hotel accommodations are usually adequate, but it is advisable to secure advance reservations, which may be taken care of by any of the transportation companies, during the period from June 1st to September 1st. Prices of hotel rooms range from $2.00 to $7.00 per person; meal rates from 75c to $2.50.

In 1954 residence lots carried a value of from $350 to $750; business lots in choice locations from $4,000 to $5,000.

Yukoners have built up a wonderful reputation for courtesy and friendliness toward the travelling public and are always glad to answer questions and assist visitors in every possible manner.

BUSINESS OPPORTUNITIES AND EMPLOYMENT

Most lines of business are well represented. Among the larger investments to be considered, are apartment housing, hotels, smelter and mining development.

The employment situation is quite well taken care of by local residents. River transportation and mining are seasonal, as also highway construction. Enquiries re employment should be addressed to National Employment Service, Whitehorse, Y.T.

COMMUNICATION SYSTEM

Whitehorse is very fortunate in this respect. We have the land lines ong the Alaska Highway operated by the Canadian National Telegraph stem, and the radio system of the Royal Canadian Corps of Signals. ompt phone connections may be made between Whitehorse and any ace in Canada or the United States that has long distance service. This vice is also available from the repeater stations situated approximately ery hundred miles along the Alaska Highway.

HIGHWAYS

The Alaska Highway extends from Mile Post 0 at Dawson Creek to le Post 1527, Fairbanks, Alaska. The journey from Dawson Creek, B.C. Fairbanks takes five days with four night stops. Many lunch rooms, ges, tourist cabins, gas and oil stations, etc., are found between wson Creek and Whitehorse. North of Whitehorse these facilities are t as numerous but quite adequate. The Highway Maintenance crews intain emergency shelters at approximately 50 mile intervals and ere are also a number of Government Tourist Camps along the ghway, equipped with cooking and eating quarters, rest rooms, outdoor ll and wood supply, but with no sleeping quarters.

The Alaska Highway is open to traffic the entire year but private travel during the winter months is not advisable because of the danger breakdowns in extreme cold weather at points remote from shelter.

During the summer season it is not necessary for private cars to rden themselves with excessive food supplies, bedding or camp equip- nt, or even extra gas and oil, although always a good idea to pack ive gallon can of gas and a couple of quarts of oil.

It is advisable to carry spare tires, tool kit and some spare parts.

At Dawson Creek, B.C. there is a connection with the following ghways, or railroads:

To Edmonton, 486 miles, Canadian Coachways or Northern Alberta ilway.

To Vancouver, B.C., Dawson Creek to Prince George, Northern Stages. From Prince George to Vancouver; Greyhound Bus Lines, or Pacific eat Eastern Railroad.

At a point 101 miles north of Whitehorse, Milepost 1016, the connect- ; Haines Highway extends 159 miles to tidewater at Haines, Alaska. So this road has not been open to traffic in the winter as extremely avy snow conditions are encountered in the Coast range through which passes, and the amount of traffic offering for Yukon and Alaska points not considered sufficient to warrant the high cost of winter mainten- ce. During the summer season there is a considerable movement of ight, passengers and private cars over the Haines Road. An eight-inch peline is in process of construction from Haines to Fairbanks, Alaska.

The new Atlin Highway constructed by Canadian Government, ves the Alaska Highway at Jake's Corner, Mile Post 865.4, 61 miles to town of Atlin, British Columbia, on beautiful Atlin Lake, known as Switzerland of North America, most wonderful scenery and fine hing. It's just about a three-hour trip from Whitehorse.

Near Milepost 925 on the Alaska Highway is the start of another nadian Government road construction, 245 miles from this milepost the town of Mayo, Yukon Territory, on the Stewart River, where ssibly the largest mining industry in the Canadian North will develop. e White Pass and Yukon Route operates a freight service on this road t up to the present time the river crossings are made by ferry and nsequently the service has been halted in fall and spring waiting for eze-up or break-up on the rivers.

DAWSON CITY

Dawson City, the fabulous Gold Camp of the Klondike Gold Rush is l in the picture. While the mining around Dawson City is now centred the activities of the gold dredges this famous City is still on the map l offers many interesting exhibits to tourists.

The Canadian Pacific Airlines are operating the SS Klondike on an ht day schedule to Dawson City. There were two big gold rushes alifornia in 1849" and Dawson City in 1897-98, and that was the ST ONE. From now on it will be plane and helicopter, not dog team.

It may be possible in 1954 for a private car to drive from Whitehorse Dawson City, over a Yukon Territorial Highway, mileage 336, and then ntinue on to Milepost 1306, Alaska Highway, distance approximately miles, or the reverse trip may be made. Mind you this is a dirt road ich will be in fair driving condition in 1954 but car drivers should nsult Territorial Government in Whitehorse before starting this trek. ad work will be in process.

MAYO

Mayo is a little town at the head of navigation on the Stewart River. was made famous through the shipments of ore and concentrates that e come out of the Galena hills about 40 miles north. Mayo is 255 les north of Whitehorse via a very good highway and they have all ilities in the way of hotel accommodations, gas and oil, etc. In the old s the river steamers furnished the necessary supplies and hauled the from Mayo. Nowadays both supplies and ore are trucked over the rritorial Highway.

RECREATION

During the summer season a veritable wonderland is available to se who love the out of doors. Myriads of lakes may be reached by ghway, river, railroad and plane services. Bathing, fishing, berry picking, mmer camps and picknicking flourish. We have three excellent tennis rts and a live softball league, and many interesting trails for the ers and mountaineers. In the winter months there is a fine hockey gue and basketball league, bowling, curling, skiing, snowshoeing, dog ving and skating.

WHAT TO SEE AND DO IN WHITEHORSE

Many visitors are interested in the poems of Robert W. Service and relics of the "Trail of '98." Service composed his first Yukon verses here, and took a prominent part in the social life of the community, often appearing in local theatricals. The Rector of Christ Church will show you record books signed by R.W.S. as Vestry Clerk. The verses of our "Yukon Bard" have forever focused the minds of the world on Yukon Territory. During the building of the Alaska Highway one Whitehorse store alone sold over 5,000 copies of Service's Complete Poems.

The "Old Log Church," Anglican, was erected in 1900 and cherishes among the clergy the names of Bishop Bompas, Archbishop Stringer, Archdeacon Cody and Archdeacon Whittaker. Bishop Bompas died at Carcross, Y.T. and is buried in the Indian cemetery there. During the summer season the Rector presents a lecture with slides of Yukon scenes and events dating back to 1840, on evenings when a large number of visitors are in the city.

Sam McGee's Cabin is located just across the street from the Anglican Church. From the story of a man who cremated his pal, Service wrote "The Cremation of Sam McGee," which ballad brought fame both to the writer and to Sam, who was a contemporary acquaintance. Sam McGee revisited White horse in 1938 on a prospecting trip and his photo was taken sitting in front of his cabin. He passed away in Calgary, Alberta, September 11, 1940.

Whitehorse Public Library—During the war the original library building was destroyed by fire, but is functioning again in temporary quarters. The reading room is open to the public at all hours. The book room is open from 7 to 8 p.m. Tuesdays and Fridays. Books are available to visitors at a nominal sum and payment of a deposit which is refunded on return of the books.

Indian Cemetery: North of town, adjacent to 4th Avenue, is an Indian burial ground, many of the graves being covered by small houses. Principal Indian tribes are the Wolf and Crow. Marriage between tribal members is not permitted. Wolf and Crow may intermarry, but children belong to the mother's tribe. Some Yukon Indians take the first name of the mother as their surname, as Peter "Alice"; some take the name of their home camp, as "Big Salmon" Pat. They believe that the spirit of the departed may return from the "Happy Hunting Grounds" and often place in the grave houses such items as dishes, pipe and tobacco, matches, etc.

Museum: The Yukon Historical Society manages a Museum which is in the first Government Telegraph building erected in Whitehorse in 1900. In this museum may be seen many relics of the Trail of '98, Yukon Indians, etc. In 1953, 6,000 people passed through the Museum. It is open from May 15th to Sept. 15, 7:30 to 9:00 p.m. or at other times by appointment. The curators are pleased to offer any information available about the Yukon or transportation services.

Steamer Yukoner: This is one of the last of the old "Gold Rush" flotilla. Yukoner was built in Victoria, B.C. in sections and shipped to St. Michael, Alaska in 1898, where she was rebuilt. Yukoner reached Dawson City on her first voyage August 22, 1898, and later ran between Dawson City and White- horse until the fall of 1903. She was not operated thereafter because her draft was too deep to safely negotiate shallow bars in the river.

Whitehorse Airport. Reached by car from Whitehorse, adjoining the Alaska Highway. This is one of the key airfields of the Northwest. With its cement runways, immense hangars, aids to navigation, weather installations, living quarters, etc., its cost is estimated to be in the neighborhood of $13,000,000.

Miles Canyon and Whitehorse Rapids. Reached by car from town, via a portion of the Alaska Highway (See paragraph on History). Traces of the old wooden rail tramways may still be seen near the rapids.

Robert Lowe Suspension Bridge across Miles Canyon. This foot-bridge was built across the Canyon for the benefit of visitors who wish to view the seething waters from close range. One of the granite pillars of the canyon wall northeast of the bridge bears a striking similarity to a totem pole. The bridge was named after a member of the Yukon Territorial Council who was instrumental in securing its construction, and was dedicated by Baron Byng of Vimy, then Governor-General of Canada. It is the only bridge across the Yukon River in its 2000-mile course from Miles Canyon to Bering Sea.

Royal Canadian Mounted Police. No story of the Yukon would be complete without mention of the men in scarlet who are today responsible for the administration of law and order in Whitehorse just as they were in the days of '98, and although the automobile and the airplane have replaced the dog team and horse the Mounties will be seen daily directing traffic and perform- ing their other manifold police duties. The Headquarters for the Force in the Yukon is located at Whitehorse, in the old original "Royal North West Mounted Police" Square. South of "Headquarters," you will see a fine old log structure now used by the Canadian Army as a library. This was the original "Tagish Post," which stood at Tagish, Yukon Territory, on the Tagish River, between Tagish Lake and Marsh Lake, on the Klondike trail, before the railroad came. It was then a welcome sight to thousands of men and women who had labored over the Chilkoot and White passes. In Klondike days more than 100 Mounted Police were stationed in the Yukon Territory. In 1954 the personnel of the Royal Canadian Mounted Police, known as Whitehorse Sub-Division, numbers approximately 40, for the entire Yukon Territory.

Takhini Hot Springs. Recently developed thermal springs located approxi- mately 20 miles from Whitehorse. Easily accessible both in winter and summer. Natural hot water springs emerge from the hilside at a temperature of 115° Fahrenheit, and have been piped to a large concrete swimming pool, with suitable dressing rooms and lunch counter. Cabins are also available for rental in this area. Taxi services in Whitehorse will connect you with this unique Hot Springs in the Cold Yukon, or if you are driving a car, anyone in town will tell you how to go to Takhini Hot Springs. Whitehorse residents use the pool at outside temperatures of 40 degrees Fahrenheit BELOW ZERO without discomfort.

SCENIC TRIPS ORIGINATING AT WHITEHORSE

Whitehorse to Skagway and return over the famous White Pass and Yukon Railway, which follows the "Trail of '98," 220 miles—2 days.

Whitehorse to West Taku Arm of Lake Tagish and return, 86 miles by railroad and 168 miles via Lake Steamer "Tutshi" to beautiful Ben My Chree at the end of West Taku Arm, where a wonderful garden of tropical luxuriance is set in a narrow valley surrounded by lofty mountains and glaciers—2 days. This trip may be combined with the Skagway trek—3 days.

Whitehorse to Fairbanks, via bus on the Alaska Highway, 611 miles —2 days. Whitehorse to Dawson City and return, 668 miles—8 days via S.S. Klondike. The Dawson City and Fairbanks tours may also be made by plane, or may be combined with plane and river for Dawson City or plane and highway for the Fairbanks trip.

Whitehorse Sightseeing Tour, combining a stop at all points men- tioned in "What to See in Whitehorse." This tour is handled by the various taxi services and takes about 1½ hours.

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